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NRO & USAF REVIEWS COMPLETED

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**MEMORANDUM FOR: Deputy Director, Research**

**SUBJECT : OXCART Security**

1. In anticipation of expanded LRI and/or RS efforts in the KEDLOCK program, interested OSA components met on 27 August 1962 to consider the impact such expansion would have upon OXCART security. Those present at the meeting generally agreed to the following conclusions.

A. Certain critical aspects of the OXCART program must not be compromised as a consequence of expanded KEDLOCK programs. Among these critical aspects are the following.

- (1) CIA sponsorship of OXCART.
- (2) Radar cross section reduction techniques and achievements.
- (3) Existence of an A-12 as a photographic reconnaissance vehicle.
- (4) OXCART operational concepts, command lines and procedures, i. e. Z I based operations, air-to-air refueling from advanced bases and radar suppression.
- (5) Performance characteristics of the A-12 as they may differ from other versions, i. e. range, altitude and speeds.
- (6) Camera and other special equipments development.
- (7) OXCART covert contracting mechanisms.
- (8) OXCART operational pilot status.

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(9) Agency communications procedures.

(10)  facilities and procedures such as navigational aids, frequencies, approach control, etc.

B. Certain problems which will emerge when a public announcement concerning KEDLOCK is made were also considered.

(1) How is sole source procurement explained?

(2) Who authorized funds to be expended and from what source did the funds come?

(3) What authority has been responsible for contracting, technical supervision and audit?

(4) How has the program developed to its present state without it becoming public knowledge?

C. The magnitude of the problems outlined above, and certainly others which have not occurred to us, cannot be assessed realistically until more definitive information is forthcoming from the DOD and USAF. Specific questions which have a bearing follow:

(1) How many additional aircraft and what version or versions will be purchased?

(2) What is the future of the B-70/RS-70?

(3) What are the delivery schedules of additional LRI or RS-12 aircraft?

(4) Who will be responsible for overt contracting?

(5) Will aircraft be operated from other bases?

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2. Additionally, it was generally agreed that if the DOD plans procurement of RS-12's or additional LRI's, then it would be to the mutual advantage of the Agency and the DOD to provide facilities for the DOD flight test program at some base [redacted] 25X1  
If this reasoning is followed, we would tend to give greater credence to a public explanation for the emergence of an advanced LRI or RS vehicle; that is, that technological advances in the basic program to provide a recoverable first stage booster led to these additional military applications. Furthermore, such a course of action would help to divert attention to the LRI or RS and away from the activity [redacted] 25X1  
If the foregoing is the approved approach, construction now planned [redacted] could be curtailed, and exposure of the A-12 to the personnel now programmed for [redacted] flight test of the LRI could be avoided. 25X1

3. In summation, we find ourselves in the position of attempting to develop contingency plans in the absence of essential information needed to make such planning meaningful. Our only positive position at this time can be that we protect to the greatest degree possible those aspects of the OXCART program as enumerated in paragraph 1, A, above.

4. We request your comments regarding the foregoing.

[redacted] 25X1

JAMES A. CUNNINGHAM, JR.  
Acting Assistant Director  
(Special Activities)

EO/OSA: [redacted] (30 Aug 1962)

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